

Mapline

www.newberry.org/center-history-cartography-publications

A newsletter published by
The Hermon Dunlap Smith Center for the History of Cartography
at the Newberry Library

Will Gosner, Managing Editor

Numbers 119-120 | Fall 2012

The Newberry 125th

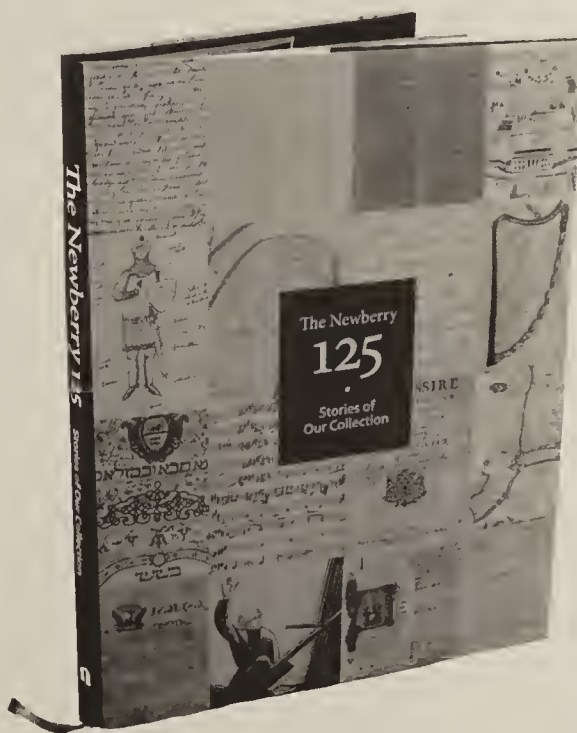
The Newberry celebrated its 125th anniversary in fall 2012 with a special exhibition of 125 of some of its most significant collection items, *The Newberry 125*. While the Newberry is home to millions of books, maps, manuscripts, and other media, the featured items were representative of the library's history of collecting objects of rare aesthetic quality, research value, or both.

The contents of *The Newberry 125* reflected the many fields associated with the humanities that are represented in the Newberry's collection. They included an aria handwritten and signed by Mozart when he was nine; a one-word postcard from Jack Kerouac to his editor before publication of *On the Road*; an elaborately beautiful Jewish marriage contract from 1711; rare correspondence between an American slave and his free wife; a Shakespeare first folio; and, of course, selections from the library's map collection.

The Newberry 125 was organized around five categories: "Families," "Politics and Commerce," "Religions," "Arts and Letters," and "Travel." The aim was to promote interesting interdisciplinary connections and juxtapositions. For example, Ernest Hemingway's 1922 letter to Sherwood Anderson, which describes the aspiring writer's assimilation within the expatriate community in Paris ("Gertrude [Stein] and me are just like brothers"), could be found in the "Families"—rather than the "Arts and Literature"—section of the exhibition. Organized this way, *The Newberry 125* demonstrated the variety of avenues for using the items in research.

The recently published companion volume to the exhibition, *The Newberry 125, Stories of Our Collection*, includes high-resolution photographs of each of the 125 objects. These images are supplemented by essays, written by Newberry staff and outside scholars, that detail each item's historical significance, provenance, and potential use in research.

We thought *Mapline* readers might enjoy reading a small sample of three essays concerned with maps. Cartography has always been an important component of the Newberry's collections, built on the strong foundation provided by the early manuscript and printed maps and atlases given to the Newberry by Edward Ayer at the turn of the twentieth century. The library renewed and expanded its dedication to map collecting and map scholarship in the 1960s and 1970s, when it launched the Kenneth Nebenzahl, Jr., Lectures in the History of Cartography, founded the Hermon Dunlap Smith Center for the History of



Cartography and hired the first full-time staff members dedicated to the development and use of the Newberry's map collections. Notably, all three of the items featured below came to the library through generous donations since that time.

If you want to see more, and you should, *The Newberry 125, Stories of Our Collection* retails for \$45, and may be ordered from the Newberry Library Bookstore, (312) 255-3520 or e-mail newberrybooks1@msn.com.

Nicolas de Fer, *Le cours du Missisipi, ou de St. Louis, fameuse riviere de l'Amerique . . .* (Paris: J. F. Benard, 1718) Gift of Hermon Dunlap Smith, 1964. Newberry Call Number; Map 6F G4042 .M5 1718 F4.

The most powerful state in Europe at the turn of the eighteenth century, France also stood at the forefront of cartographic innovation. Louis XIV and his great minister Jean-Baptiste Colbert, perhaps more comprehensively than any European leaders before them, promoted mapping as a tool of administration, military operations, and colonial development. But even powerful countries like France depended heavily on private entrepreneurs like Nicolas de Fer (1646–1720) to process the geographical information flowing into the capital from the provinces and colonial outposts. De Fer enjoyed the protection and support of the crown, which gave him access to the latest accounts and reports from local administrators, colonial officials, explorers, fur traders, and missionaries. In turn, he published maps and atlases that promoted the interests of the French state, focusing especially on cities, regions, and fortifications related to Louis XIV's expansive wars in Europe.

The map seen here relates to the growing French empire in North America. It reflects the results of French explorations of the western Great Lakes and the Mississippi watershed from the 1680s on by explorers whose names are listed in the title cartouche in the left margin of the map. De Fer's maps are better known for their marketable and attractive qualities than for their geographical originality. This map's basic outlines appear to depend primarily upon earlier manuscript maps by the two other royal geographers who today enjoy superior reputations, Jean-Baptiste-Louis Franquelin and Guillaume Delisle. Nevertheless, de Fer's map offers perhaps the most comprehensive view of French knowledge at this time of the North American interior, including not only details of the great river system but also locations of Indian communities and overland networks.

The map was printed in two sheets joined at the line running just south of Lake Michigan ("Lac des Illinois"). It seems complete as is, and clearly de Fer sold it as such. But the bottom (southern) sheet was originally published in 1715 as a separate map of the lower Mississippi and Gulf of Mexico coast. The Newberry's Edward E. Ayer Collection possesses a rare copy of this earlier edition, which

lacks many of the decorative elements found here. De Fer's addition of the northern sheet in 1718 allowed him to present information about the upper Mississippi and its linkages to the Great Lakes. It also enabled him to include (across the top of the upper sheet) a more detailed and up-to-date inset map of the gulf coast stretching from Texas to western Florida. The primary source for this addition is likely a manuscript map (now in the collection of Arthur Holzheimer) based on a survey of the coast conducted in 1715–16 by a French pilot named Soupart (or a map in turn based on that survey). It appears that de Fer sensed a need for an enlarged map of the whole of the Mississippi Valley (or "Louisiana") by 1718, but did not want to waste the work put into his earlier effort. Aware of the recent remapping of the gulf's coastline, de Fer chose to update his map by simply adding the new, improved delineation of the coastline as an inset.

The pressure to publish a new map of the Mississippi Valley came from one of the more celebrated fiascos in the colonial history of North America. When Louis XIV died in 1715, he left his kingdom and empire hugely in debt. Scottish financial reformer John Law was asked to set the country's finances aright, and he proposed, among other things, encouraging private investment in a new *Compagnie d'Occident* designed to speed the colonization of, and wealth generated by, Louisiana. New Orleans was founded under the company's auspices, but speculation in its shares inflated their value, panic set in, the "Mississippi Bubble" burst, and Law was disgraced. De Fer's map apparently was intended to promote the company, whose coat of arms is seen in the upper-left margin. In fact, this two-sheet map was also issued as part of a still larger and extremely rare four-sheet map of the whole of western North America, incorporating all of New France, the British Atlantic colonies, and Spanish Florida; it too is dedicated to the company.

This intriguing map entered the Newberry as part of the book and map collection of Hermon Dunlap Smith, president of the Newberry's board of trustees from 1964 to 1975. His gifts also supported the establishment in 1971 of a map curatorial staff for the library and the Hermon Dunlap Smith Center for the History of Cartography.

Jim Akerman



Adriaen van der Donck, *Beschryvinge van Nieuw-Nederlant*. (Amsterdam: Evert Nieuwenhof, 1656). Gift of Rudy L. Ruggles, 1985. Newberry Call Number Vault Ruggles 430 no.1.

From the moment in 1609 when Henry Hudson sailed up the river that now bears his name, the Dutch claimed the Hudson Valley as New Netherland. Settlement followed, and by mid-century there were some 2,000 Dutch in the colony. However, bad governance by the West India Company and two years of intermittent warfare with the indigenous Lenape people left the colony in a sorry state. In 1649 Adrien van der Donck (c. 1618–c.1655), the author of this book, submitted a document called “Remonstrance of New Netherland” to the States General in Holland. The “Remonstrance,” supported by a popular petition, urged drastic reform of the colony’s affairs and its removal from the control of the West India Company.

In the Netherlands, van der Donck lobbied for reform while continuing to seek more colonists. He commissioned a map of the colony by the cartographers Jan Jansson (1588–1664) and Claes Jansz. Visscher (1587–1652), and oversaw a large increase in the number of emigrants. In 1655 he published the first edition of his *Beschryvinge van Nieuw-Nederlant* (Description of New Netherland), and the following year, this second edition, augmented by illustrations, a reduced copy of the Jansson-Visscher map, and a document called “Conditions for Emigration.” This consists of thirty-five articles that guaranteed to prospective emigrants a certain level of support from both the city of Amsterdam and the trading company, including trade protections, tax relief, and free passage for mechanics and farmers who could prove their ability to make a living in North America. In 1656 alone, seventy Dutch households and three hundred Waldensian exiles from Piedmont emigrated to New Netherland, and by 1660, largely thanks to van der Donck’s efforts, the European population had increased to some ten thousand.

The view of the little settlement of New Amsterdam at the bottom of the map depicts the town as it looked in 1648. So neglected was the colony then that the original drawing (recently discovered in the Albertina, Vienna) shows only two working vanes on the windmill, but van der Donck added two more to present a more prosperous image. In the foreground is the little wharf at Schreyer’s Hook (now part of Battery Park). The tall, crane-like structure is actually a fire-basket, which facilitated night-time landings. The largest structures are three storehouses, the fort, a church, and, at the far right, the city tavern, converted in 1653 to city hall. Scholars have been able to identify most of the buildings indicated, including a number of private homes.

At the top of the map, the Indian presence is strongly evident. Five Mohawk villages are indicated along “Marquaa Kill” (today’s Mohawk River), including “Assareawe.” This is probably Ossernenon, where in 1656, the year this book was published, Kateri Tekakwitha was born. An early convert to Catholicism, she was beatified in 1980 and achieved sainthood in October 2012. Van der Donck’s book includes valuable ethnographic information about the native peoples, including this description of an Iroquois long house:

Often there are sixteen or eighteen families in a house, fewer or more, according as the houses are large or small. The door is in the middle, and the people on either side. Everyone knows his place and how far his space extends. If they have room for pot and kettle and whatever else they have, and a place to sleep, they desire no more. This means that often one hundred or one hundred and fifty or more lodge in one house.

Robert Karrow



Rand McNally, *Rand McNally Official 1919 Auto Trails Map District No. 1*. (Chicago: Rand McNally & Co., 1919). Gift of Rand McNally and Co., 1989. Newberry Call Number RMcN Auto Trails 6F 004.

For more than a century, the name Rand McNally has been almost synonymous with mapmaking for many Americans. When the Chicago-based company donated a massive historical archive of its map and book publications to the Newberry in 1989, the library instantly became one of the world's leading repositories of travel cartography and of American automobile road maps in particular.

At the turn of the last century, intercity travel in the United States was dominated by railroads. Public investment in the construction and maintenance of roads and highways was minimal and mostly handled by local governments—major federal funding was not available until the passage of the Federal Aid Road Act of 1916. Consequently, early motorists rarely traveled more than a few dozen miles from home. Early automobile road maps were, in turn, mostly large in scale and used for local travel. For longer journeys, motorists were left to their own devices, or they followed published itineraries that guided them turn-by-turn, rather like today's in-car navigational systems.

In the 1910s, motoring industries, motor clubs, national civic groups, local businesses, and some highway officials formed associations designating and promoting the development of specific regional and transcontinental highways. These organizations gave their routes colorful names that evoked regional and historical sentiments or identified, in the manner of railroads, the cities and regions they served. Most did little to actually improve their routes, confining their activities to promoting and marking them. The highways proliferated into an uncoordinated mess, leaving the average motorist befuddled with few tools to sort out and choose among the routes, let alone follow them.

In 1917 John Garrett Brink (1883–1972), a contract draftsman for Rand McNally, developed an experimental

road map of northern Illinois and southern Wisconsin that he thought effectively addressed the highway-association chaos. Brink's "Auto Trails" map design includes all of the named association highways in the area, but to save room he assigned a number to each road that referred to a marginal key to the different highway names and signs. On this 1919 edition of "District 1," centered on Illinois, the Egyptian Trail, an itinerary linking Chicago with the town of Cairo, at the southern tip of the state (not on the map), is assigned number 27. Its route from the city's South Side through Kankakee, Champaign, Mattoon, Effingham, and Centralia, is a tortuous one, making many right-angle turns as the route-makers struggled to find the best course among a host of unimproved local roads. (Readers will recognize this as the rough equivalent of modern Interstate 57.) The clarity and comprehensiveness of Brink's map, however, marked a great advance over previous designs.

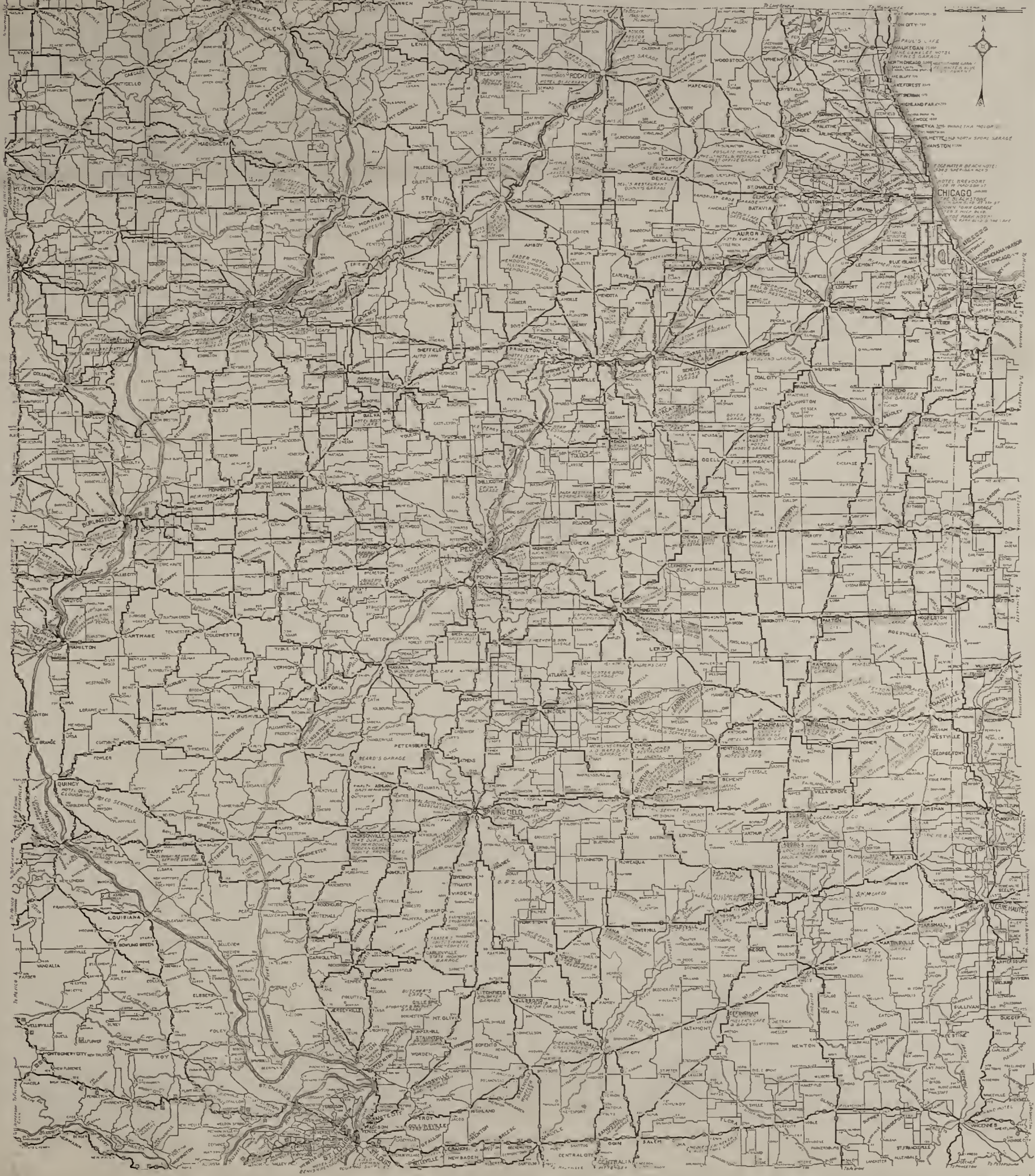
By 1922 Rand McNally's Auto Trails series had grown to cover the entire nation in twenty-one districts. To ensure the maps' usefulness, the firm often sold route-marking signs to local motor clubs and highway officials and even invented and blazed many new routes on its own. Company salesmen sold bulk quantities of the maps to roadside businesses at discounts for resale. Garages, hotels, and restaurants paid subscription fees or filed advance orders for maps; in return the businesses were identified in red on the map and in accompanying booklets. Despite its success, the series lasted only a few years. By 1925 the state and federal governments had fully committed to constructing an integrated system of trunk highways identified by numbers and names. Although this development rendered Brink's ingenious design obsolete, the distribution model and graphic-design innovations used for the Auto Trails series enabled Rand McNally to secure a dominant position in the rapidly growing market for cheap and reliable road maps and atlases.

Jim Akerman

- 1 YELLOWSTONE TRAIL
- 2 ABE LINCOLN TRAIL
- 3 DUNE SEE LINE
- 4 DANIEL BOONE TRAIL
- 5 BETTER WAY
- 6 BIG FOUR ROUTE
- 7 BLACK DIAMOND TRAIL
- 8 ALTON WAY
- 9 CHAMPAIGN WAY
- 10 CHAMPAIGN & ST. LOUIS SHORT LINE
- 11 MILWAUKEE ROAD
- 12 BURLINGTON WAY
- 13 DIAMOND TRAIL
- 14 CANNON BALL TRAIL
- 15 HAUSCHKA TRAIL
- 16 WHITE PLAIN ROUTE
- 17 CHICAGO DUNDEE TRAIL
- 18 CHICAGO-KANSAS CITY GULF
- 19 CROSS STATE TRAIL
- 20 NATIONAL OLD TRAILS ROAD
- 21 DIAMOND TRAIL
- 22 BLUE GRASS ROAD
- 23 EGYPTIAN TRAIL
- 24 GRANT HIGHWAY
- 25 ILLINOIS VALLEY WAY
- 26 ILLINOIS CORN BELT ROUTE
- 27 WYOMING HEAD TRAIL
- 28 SHABONA TRAIL
- 29 KICKAPOO TRAIL
- 30 LINCOLN HIGHWAY
- 31 LINCOLN TRAIL

RAND McNALLY OFFICIAL 1910 **AUTO TRAILS MAP** DISTRICT NO. 1 ILLINOIS WESTERN INDIANA S E IOWA N MISSOURI TRAILS RIVER MAIN AUTO ROADS POPULATION FIGURES GIVEN

- 32 GREAT WHITE WAY
- 33 WHITE PLAIN ROUTE
- 34 NORTH CROSS STATE HIGHWAY
- 35 WHITE STAR TRAIL
- 36 B.F. BLUE POLE TRAIL
- 37 HANNAH-KENDALL TRAIL
- 38 HANNAH-EDNA TRAIL
- 39 RED BALL ROUTE
- 40 STATE PARK TRAIL
- 41 MISSISSIPPI SCENE ROUTE
- 42 ROCK RIVER VALLEY ROUTE
- 43 MISSISSIPPI RIVER SCENE HIGHWAY
- 44 RED X ROUTE
- 45 JACKSON HIGHWAY
- 46 RIVER TO RIVER ROAD
- 47 KINGS HIGHWAY
- 48 UNIVERSITY TRAIL
- 49 LINCOLN-HANCOCK FIVE
- 50 BURLINGTON & PEORIA
- 51 O.C.R. & P.L. TRAIL
- 52 SOUTH WEST TRAIL
- 53 HANCOCK HIGHWAY
- 54 PERCY TRAIL
- 55 KANSAS WAY
- 56 TERRAUTE-COLUMBUS
- 57 CINCINNATI TRAIL
- 58 VALPARAISO-JOLIET
- 59 MICHIGAN-DETROIT-CHICAGO
- 60 ADEWAY
- 61 LIBERTY WAY
- 62 RESORT ROUTE
- 63 FOX RIVER ROUTE
- 64 FRENCH LICK ROUTE



R.M.N. Auto Trails Map

Spotlight on the Baskes Collection: The Guidebooks of Karl Baedeker

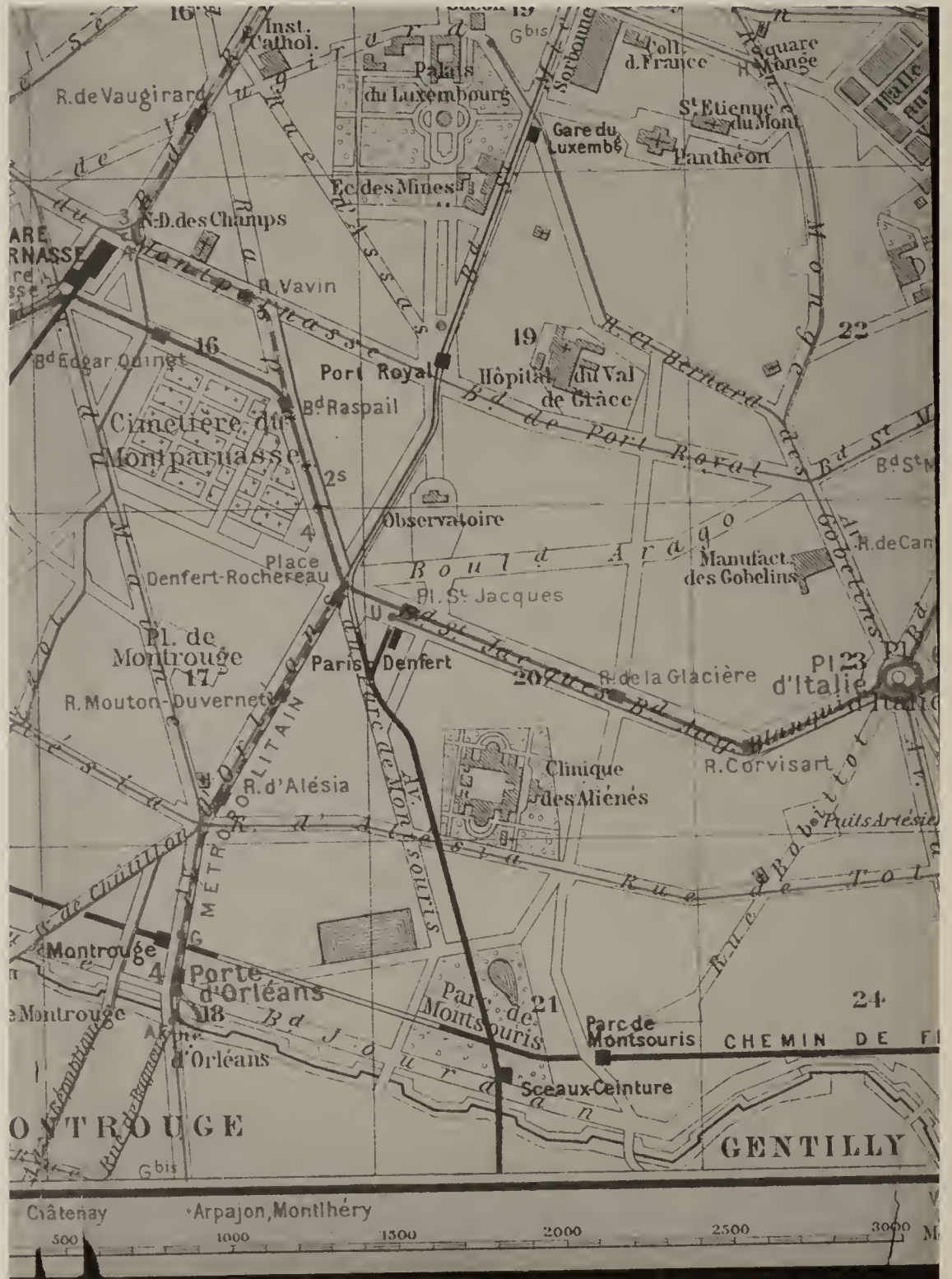
Editor's note: This article is part of a series of pieces highlighting interesting items from the ever-growing Baskes Collection.

The Baskes Collection contains a large number of Baedeker guidebooks, which together with the Newberry's existing holdings make up a substantial number of these works. Karl Baedeker published his first German guidebook at Coblenz in 1839, but soon moved to Leipzig, where until 1914 he published an extraordinary number of these works, eventually covering not only Europe, but also such foreign areas as Egypt and North America. Baedeker's guides were soon translated into other European languages, and were always noted both for the accuracy and for the timeliness of their information. Many revisions were published at two-year intervals, and editions were often specially conceived for the readers of one foreign country or another. The text was from the start accompanied by specially-drawn maps, which now form a massive compendium of spatial information.

As an example of this work, we might take two details of the maps of the southern edge of Paris from the sixteenth (1907) and nineteenth (1924) editions of *Paris and its Environs*, (Newberry Call Number G397 .063). The Luxembourg Gardens are at the top, and the "Place d'Italie" is on the right. At the bottom center is the "Parc de Montsouris," constructed by the eminent urbanist Georges Haussmann between 1860 and 1878 on some abandoned quarries. South again of the "Parc de Montsouris" on the 1907 map may be seen a section of the line of fortifications, consisting essentially of a set of massive bastions, that had been completed after 1871, and eventually formed a 21-mile ring around Paris.

On the map of 1924 this line has been broken (above "Gentilly"). In the gap we now read the words "Cité Universitaire;" after the war to end all wars, the French government had decided to destroy the fortifications, replacing them here with a "University City" lodging students from all over the world, in about forty "national" houses (the "Maison du Brésil," the "Franco-Britannique" and so on). The distinc-

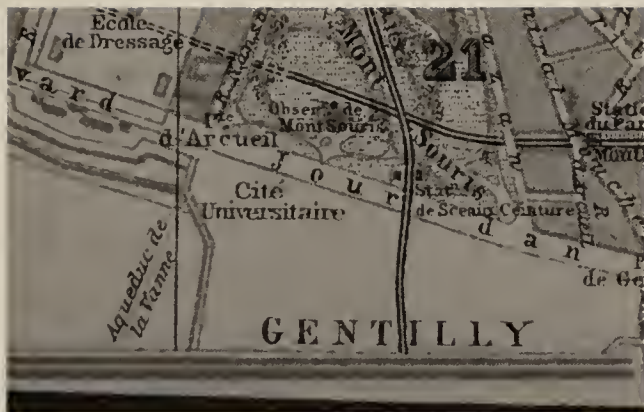
tive feature of this city was (and is; it now numbers 6,000 students) that all the rooms were doubles, shared by a French student and by a student from the country in question.



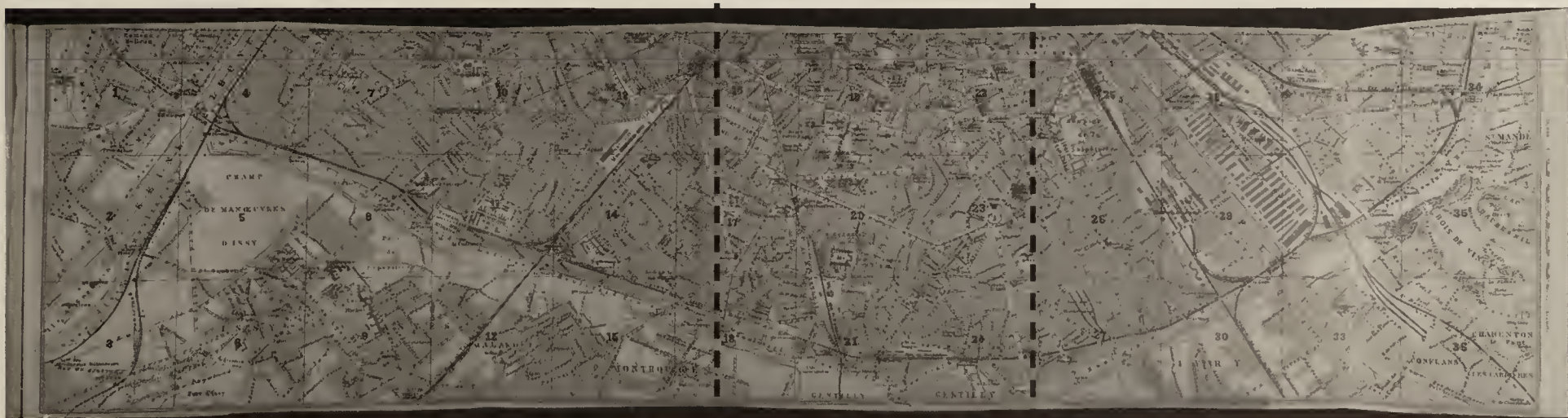
Detail from the 1907 edition

This experiment in international cooperation opened only in 1925, so it is surprising to find mention of it already in the guide for 1924. Still, as one wag put it, "Kings and governments may err, but never Mr. Baedeker." His guidebooks form a very extensive and astonishingly accurate source of information for much of Europe and many other parts of the world.

David Buisseret



Detail showing the Cité Universitaire.



The 1924 edition. The full fold-out map as it appears in the guidebook is shown above. The boxes indicate the area of the two details, shown at top and top-left.

Briefly Noted

Lecture Series

"Maps and Society," the Warburg Institute's lectures in the history of cartography continue their twenty-second series this winter. The lectures are: January 17, "Terrestrial Mapping in a Time of Maritime Expansion: Portuguese Cartographies of Persia and Armenia in the 16th-17th Centuries," with Zoltan Biedermann; February 7, "Maps and Native North America," with Jonathan King; February 28, "Harry H. Johnston and the Mapping of Africa, 1880-1915," with Amy Prior; March 14, "One Damned Thing After Another: Mapping Britain's 19th-Century Wars," with A. Crispin Jewitt; April 25, "Later Roman Cartography: A Non-Ptolemaic Approach," with Jesse Simon; and May 16, "Early Sino-Korean Atlases in an Enduring East Asian Cartographical Enterprise," with Vera Dorofeeva-Lichtmann. Admission is free. Meetings are held at the Warburg Institute at 5 pm. Contact Catherine Delano-Smith at +44 (0) 20 8346 5112 or Tony Campbell, info@tonycampbell.info.

The **Cambridge Seminars in the History of Cartography** began the 2012-2013 program in November. The schedule includes: February 26, Chris Burgoyne on the history of surveying techniques; and May 7, James Purdon on cartographic representations of infrastructure networks in the twentieth century. All are welcome. Seminars take place at Emmanuel College, St. Andrew's Street, Cambridge CB2 3AP at 5:30 pm. More information is available at www.lib.cam.ac.uk/deptserv/maps/camsem1213.html.

Exhibitions

"Exploring the Early Americas" is on view in the Northwest Gallery of the Jefferson Building, Library of Congress. The exhibition features the 1507 Waldseemüller "World Map," the first map to use the name America, and rotating items from the Jay I. Kislak Collection, which includes rare books, manuscripts, historic documents, maps and art of the Americas. Also on display is Waldseemüller's "Carta Marina," or Navigators' Chart, and the Schöner Sammelbund, a portfolio that contained two world maps and other cartographic materials. The exhibit is free and open to the public. An online version of the exhibit is available at www.loc.gov/exhibits/earlyamericas/online.

An exhibition in the Main Gallery at Firestone Gallery, Princeton University Library, **"First X, Then Y, Now Z: Landmark Thematic Maps"** (August 24, 2012 – February 10, 2013) introduces viewers to the early history of thematic mapping—the topical layering (Z) of geographic space (X-Y)—through both quantitative and qualitative examples. On display will be early, if not the earliest, thematic maps in various disciplines, such as meteorology, geology, hydrography, natural history, medicine, and sociology/economics. Free and open to the public. An online version of the exhibit is available at http://libweb5.princeton.edu/visual_materials/maps/websites/thematic-maps/contents.html

"Iconic America: The United States Map as a National Symbol" is on view at the Osher Map Library and Smith Center for Cartographic Education at the University of Southern Maine until February 28, 2013. The exhibit takes a broad look at the symbolic use of the mapped shape of the USA – "ushapia" – in a variety of forms: political campaigns; patriotic expressions; textiles and clothing; culinary and household goods; book covers; and magazine and newspaper graphics. John Fondersmith is guest curator for the exhibit, which will showcase a number of items from his collection. He hopes that the exhibit will spur further interest, discussion, and research on the symbolic use of the US map shape. Contact (207) 780-4850.

"Maps in the Palace: Printed Cartography in the Mafra Library" was an exhibition organized in connection with the 4th Iberian-American Conference on the History of Cartography in the Library of the National Palace at Mafra, Portugal. About 40 maps taken from a collection of 30,000 volumes were put on display in the Baroque library rooms of the Mafra Palace, a unique setting representing the only library of this kind created in the eighteenth century that still remains in its original place today. The exhibit documented the theoretical, technical and artistic progress underlying the cartographic representation of the world following the Iberian exploratory activities of the Early Modern period. Special emphasis was placed on items documenting the improvements of printing techniques in the eighteenth century during the period of Enlightenment that saw the original establishment of the Mafra Library. The exhibit closed December 31, 2012. Contact Mafra Palace at 261 817 550.

The War of 1812 and American Cartography

The Eighteenth Kenneth Nebenzahl, Jr., Lectures in the History of Cartography

The Newberry Library, October 24-26, 2013

North Americans on both sides of the U.S. – Canada border are commemorating the bicentennial of the War of 1812 in 2012-15. But while Canadians remember the war as a formative national event, Americans remember it (if at all) as a comparatively minor event in their history, easily overshadowed by the memory of the Civil War, whose sesquicentennial is also currently being commemorated.

So it is as well with the history of the cartography associated with the War of 1812. While the mapping of the American Revolution has spawned many articles, bibliographies, and monographs, the War of 1812 has barely raised a ripple in American carto-historiography. To be sure, this is partly because the war itself does not appear at first glance to have generated a large volume of manuscript or printed cartography. John Melish's *Military and Topographical Atlas of the United States*, issued in 1813 and 1815 is perhaps the best known American cartographic publication specifically associated with the war. This small, but highly original atlas nevertheless is a useful starting point for consideration of the wider impact of the war in the early development of American cartography. Melish's brief, prolific career as a cartographic publisher was triggered by the personal impact of the enmities that led to the outbreak of war. War brought his full commitment to the trade. And the war's outcomes gave flight to a rapid expansion of Melish's publishing ambitions (aborted by his early death), matched by the geopolitical ambitions represented by his famous 1816 map of the United States, the first to assert the nation's identity as a transcontinental power. Melish was not, of course, the only commercial cartographer working on the American stage at this moment. His adopted home in Philadelphia had been an important center of map publication since the 1790s, and Melish's collaborators, competitors and contemporaries, among them Samuel Lewis, and H.S. Tanner, developed similar cartographic inventories responsive to the expansive geographical thirst of the American public.

The eighteenth Nebenzahl Lectures have been organized to consider how the transformation of the geopolitical ambitions of the United States centered on the War of 1812 was linked to the history to the American mapping

of this period. The decades immediately preceding and following the war, roughly encompassing the years 1800-1830, include a number of notable developments: the first explorations of the Transmississippi West sponsored by the U.S. government; the first governmental mapping devoted to the improvement of transportation and communication infrastructure; the first commercially viable maps published for travelers and migrants; the emergence of a competitive map trade; the formation of the U.S. Coast Survey (later Coast and Geodetic Survey); the beginnings of American pedagogic and historical cartography, and the establishment of the U.S. Corps of Engineers. The seven invited contributors to this eighteenth series of the Nebenzahl Lectures will explore these and other themes, asking whether and in what ways the War of 1812 and its aftermath was a formative period in American cartography. At the same time, the lectures will consider how the cartography of the War of 1812 shaped American ambitions and identity during this uncertain and critical time in American history.

The lectures are free and open to the public, however, we do ask those planning to attend to register by sending an email to smithctr@newberry.org.

Contributing Lecturers:

- **James Akerman** (Curator of Maps and Director, the Hermon Dunlap Smith Center for the History of Cartography, Newberry Library)
- **Martin Brückner** (Associate Professor, English Department and Center for Material Culture Studies, University of Delaware)
- **John Cloud** (Historian, NOAA Central Library)
- **Imre Demhardt** (Jenkins and Virginia Garrett Chair in Southwestern Studies and the History of Cartography, University of Texas at Arlington)
- **Susan Schulten** (Professor and Chair, Department of History, University of Denver)
- **Scott Stevens** (Director, D'Arcy McNickle Center for American Indian and Indigenous Studies, Newberry Library)

Map Talk

Quoted from Jack Handey, "Alexander the Great," in the
New Yorker, March 12, 2012

Alexander the Great hung his head. He had conquered everything, and there was nothing left to conquer. “What

about this area over here?" he said, pointing to an unshaded part of the map.

“You conquered that last week,” his top general said. “We haven’t had time to color it in yet.”



William Shepherd, *Historical Atlas* (New York: H. Holt and Co., 1911). Baskes G 1030 .S4 1911, Historical Atlas, pg. 18-19.

The Hermon Dunlap Smith Center for the History of Cartography at the Newberry Library was founded in 1972 to promote the study of the history of cartography through public programs, institutes and seminars, research projects, fellowships, and publications. *Mapline* (ISSN 0196-1881) is the Center's newsletter. The cost of an annual subscription, inclusive of postage, is \$10.00 for delivery in North America and \$15.00 for international delivery. Back issues (as available) can be purchased for \$3.50 each. We encourage submissions of news items, lead articles, or review copies of recent books; please send them to the attention of the *Mapline* editor at smithctr@newberry.org or at the address listed below:

The Hermon Dunlap Smith Center | The Newberry Library, 60 West Walton Street, Chicago, IL 60610 USA